

House of Representatives, March 31, 1998. The Committee on Planning and Development reported through REP. DAVIS, 50th DIST., Chairman of the Committee on the part of the House, that the substitute bill ought to pass.

AN ACT CONCERNING ALTERNATIVE DESIGN STANDARDS FOR  
ROADS AND BRIDGES.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. (NEW) (a) On or before January 1,  
2 1999, the Commissioner of Transportation shall  
3 establish alternative design standards for  
4 bridges, principal and minor arterial roads,  
5 collector roads and local roads and streets.

6 (b) In establishing the standards required  
7 under subsection (a) of this section, the  
8 commissioner shall solicit and consider the views  
9 of chief elected officials and organizations,  
10 including, but not limited to, the Connecticut  
11 Trust for Historic Preservation, regional councils  
12 of governments, the Connecticut Council on the  
13 Arts, the Federal Highway Administration and the  
14 Rural Development Council.

15 Sec. 2. (NEW) The Department of  
16 Transportation shall not approve a request  
17 submitted by a municipality under any provision of  
18 the general statutes or regulations adopted  
19 thereunder for a variance in design standards for  
20 roads and streets if the design standards of the  
21 municipality for roads and streets exceed the  
22 design standards of the state.

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File No. 231

23 PD COMMITTEE VOTE: YEA 19 NAY 0 JFS

"THE FOLLOWING FISCAL IMPACT STATEMENT AND BILL ANALYSIS ARE PREPARED FOR THE BENEFIT OF MEMBERS OF THE GENERAL ASSEMBLY, SOLELY FOR PURPOSES OF INFORMATION, SUMMARIZATION AND EXPLANATION AND DO NOT REPRESENT THE INTENT OF THE GENERAL ASSEMBLY OR EITHER HOUSE THEREOF FOR ANY PURPOSE."

FISCAL IMPACT STATEMENT - BILL NUMBER sHB 5590

STATE AND MUNICIPAL IMPACT:

Section 2. If the Department of Transportation (DOT) does not approve certain requests for variances in design standards, passage of the bill could potentially create capital and operating cost savings, inasmuch as certain roads and streets would not be built in accordance with the municipality's requests.

**SUMMARY:** This bill requires the transportation commissioner to establish alternative design standards

for bridges, principal and minor arterial roads, collector roads, and local roads and streets by January 1, 1999. In establishing these standards, he must solicit and consider the views chief elected officials and organizations, including the Connecticut Trust for Historic Preservation, regional councils of government, the Connecticut Council on the Arts, the Federal Highway Administration, and the Rural Development Council.

The bill bars the Department of Transportation (DOT) from approving municipal requests for variances from state road and street design standards if the municipality's standards exceed those of the state. This prohibition applies to any variance request a municipality makes under a statute or regulation allowing these requests. DOT's design standards are delineated in Guidelines for Highway Design (1990).

EFFECTIVE DATE: October 1, 1998

**COMMITTEE ACTION**

Planning and Development Committee

Joint Favorable Substitute  
Yea 19      Nay 0